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MR. CADEK: My name is John Cadek. I'm a resident of San Bernardino. My past experience has been about some 38, 39 years as an engineer, a marine operating engineer and also a stationary engineer. And I have operated boilers that are taller than this room over here, and turbines, gas turbines and diesel engines.

And I do know from past experience that even with the best preplanning and precautions, accidents can and do happen, and sometimes they are catastrophic.

1... I know that you people in the government are very conscious about safety, but accidents can happen. And if something like this happened over the Cajon Pass, I understand that somebody said that for a nuclear clean-up, it would take something like 460 days.

If that pass were closed for 460 days, what would happen to Southern California? To Los Angeles? All of the Inland Empire, clear down to San Diego County?

We -- some people are led to believe that these casks are almost indestructible. Some 85 years ago in England they built a ship; and because it had double bottoms, they said it was indestructible it could slice right through an iceberg, if need be. And they also said that even God couldn't sink that ship. Well, God didn't sink that ship. It was man's error and stupidity that brought that ship down to a watery grave and 1500 people with it.

1 cont. The same thing could happen here in the Cajon Pass or some other place in California or maybe in Nevada, where the accident -- the results could be of a titanic nature. And by the way, I have never seen that movie, "The Titanic." It doesn't interest me. It wouldn't interest me because as a marine engineer I would only be interested in something in an engine room and not something top-side. I know what goes on up there.

1 cont. And something like that would be devastating to us. And there's no alternate routes, because if something went over the mountains, it would be bumper-to-bumper; it would tie up everything.

2 My proposal is that the government should look to find and build alternate routes for these trucks and trains. If an accident happened, the results could be maybe two, 300 billion dollars in damages; whereas, if they took about 30 or 50 billion dollars and built special roads for that, exclusively for that, I think that would be the best thing to do. Thank you.

FACILITATOR LAWSON: Thank you, sir.

MR. SKIPPER: Thank you.

FACILITATOR LAWSON: The next speaker is Jerry Jamriska, and John Stevens, and Lou De Bottari.